



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

a table of statutes declared constitutional or unconstitutional, the table of cases, and indices.

The mere enumeration of the contents of this very complete work shows how careful and ungrudging has been the labor, how thorough the attention paid to each detail of the work that was to be done. It is not probable that any one who has occasion to use this work will disappoint the hope expressed by Mr. Lincoln when he says: "It is believed that with the foregoing synopsis, and the charter, constitutions, and amendments which follow this note, the reader will be able easily to trace the various steps that have marked the progress of constitutional government in New York."

M. C. K.

THE LAW OF AUTOMOBILES. By XENOPHON P. HUDDY, L L. B. Matthew Bender & Co., Albany, N. Y. 1906. (\$3.50.)

Though the advent of the automobile is of recent date and there is therefore comparatively little law directly connected with it, nevertheless when one considers the firm place that these vehicles have taken in the affairs of the public, it is seen that some attempt should be made to bring the law as it has already been declared, and the statutes that have been passed, into a concise form where they will be easily accessible.

Mr. Huddy has done this very successfully in his book on the automobile. In Part I he has considered the relation of the automobile to the law as it already exists, testing and discussing all the decisions in point that have been rendered in the various courts of the country thus far; Part II, consists of "a complete compilation of the automobile legislation in the United States and England, omitting local ordinances and regulations," (to use his own words). Part II is an excellent place of ready reference for one desiring information as to the statutory requirements of any State with respect to licenses, speed regulations, fees, brakes, bells, horns, lamps, and what not.

Part II should be especially useful to the layman, as well as to the lawyer, while Part I also contains much matter of use and interest to the owner of an automobile, the chauffeur, or the garage-keeper, though necessarily containing some technical discussion which would be better understood and appreciated by the lawyer.

Chapters I to III are devoted to general and historical considerations of the automobile together with its nature and status with regard to the law as it already exists. Chapters

IV and V treat of the rights of the automobiles on highways, streets and ferries; also of the duties of registration and licensing. Chapters VI and VII relate to the highly important questions of negligence on the part of drivers of automobiles, and drivers of horses; injury to pedestrians; laws of the road as to passing vehicles; injuries from defects in the road; all questions as to proof of speed, manner of introducing evidence of speed and the weight of such evidence; burden of proof, etc.

These practical and interesting questions are presented in a clear and lucid manner, and are remarkably free from legal technicalities; thus the layman can readily comprehend the matter set forth.

The remaining chapters deal with the rights and liabilities of garage-keepers, chauffeurs (*i. e.*, distinctively, hired operators), and manufacturers; with two final chapters on the present and probable statutes applicable to the State and Federal jurisdictions.

This is one of the first law-books upon this subject, and, presenting as it does, a clear up-to-date view of all the laws on the automobile, is well worth a place in the library.

J. C.